THE JOURNAL

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Gauld & Bro. Tel. 1894.

LAME-John Lame, died Tuesday at 1:20 P. aged fifty-seven years. Funeral notice later. HOUGH-Harry G., Tuesday at 8:15 a. m. Funeral Thursday at 10 a. m. at residence, 50 Central avenue. Friends invited. Interment at O'BRIEN-Mrs. Margaret O'Brien, aged eighty-three, at her home, 376 North Senate avenue,

des and 9th Sts.—Dixon. th Indianapolis. Library B'ld'g.—A.

FUNERAL DIRECTORS.

Tuesday, April 13, 1897, at 6 a. m. Will be buried from St. Bridget's Church Thursday at 2 p. m. Columbus, Ind., papers please copy.

FLANNER & BUCHANAN-172 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 64L Hacks at lowest

FOR SALE. FOR SALE-Bargains in shop-worn, new and second-hand wheels at C. G. FISHER & CO.'S.

M North Pennsylvania street. FOR SALE-A '96 bicycle in first-class condition will seil at \$35 less than first cost. Call or address A. W. ALLEN, Journal counting room. FOR SALE-Restaurant, centrally located, doing

good business; will sell cheap or on easy terms,

kness in family cause of selling. Address or call 35 East Market street. FOR SALE-First-class river sawmill plant central part of Kentucky, including 200,000 poplar, oak and walnut trees; also poplar, oak and walnut logs available at moderate prices; caps ity of mill 80,000 feet of hardwoods daily; equipped throughout with latest improved mackinery, band and circular saws, dynamo for ing at night and miles of boom. Well payment; good reasons for selling. Only na fide offers considered. Representatives will with you. Address SAWMILL INVESTMENT.

FOR TRADE.

FOR TRADE-Five nice houses well located; one ten, one seven, two eight and one four in splendid shape and well located, for farm. Four houses eight rooms each, all in od condition, to exchange for other property One residence, storeroom, stock of dry goods and notions, to exchange in part for city property.

Large block of four stores, two-story brick, on est county seat corner on the courthouse square, inge in part for other property. Thirty change for merchandise; will take or pay cash. We can fix you out now with any kind of a leal. Remember, we are in the real estate business in earpest. Give us a trial. JOHN C. FULLENWIDER & CO., 9 and 10 When block. FOR TRADE-Real Estate-Nine-room dwelling. West Indianapolis, and \$1,500 cash for nue, for vacant lot. 240-acre farm Illinois for Several clear dwellings and valots Kokomo for good equities. 140-acre farm Sullivan county for trade. Equity ten-room odern dwelling North Illinots street for small property. 120-acre farm near Union City, Ind., for good equity north part of city. Elegant nine-room dwelling Broadway for farm 160 acres. Farm clear near Spencer for a good residence; will assume some debt or pay cash difference. cot lot near old Twelfth street on Park avedern dwelling; will assume or pay ish difference. 160-acre farm twelve miles north f city for city property. 120 acres near Broad Ripple: part cash and part trade. WEBB & CO., 61 and 62 When block.

FOR EXCHANGE. FOR EXCHANGE-312 acres good stock and

on E. R. R. R. MYERS & SNUFF, Odon, Ind. FOR RENT. FOR RENT-Furnished rooms, with modern con-

within four blocks of Bates House, FOR RENT-Business Properties: West Washington street. South Meridian street, 45x195. West Ohio street, 20x60.

69 East Ohio street, 30x60. C. F. SAYLES, 771/2 East Murket. FINANCIAL.

75 East Market street. LOANS-Mortgage; lowest rates. NEWTON

LOANS-Sums of \$500 and over C. E. COFFIN & CO., 90 East Market street. MONEY-To loan on Indiana farms. Lowest WILLIAMS & CO., Crawfordsville, Ind. LOANS—Any amount. On furniture, pianos, store fixtures, etc. Reasonable rates. (Confidential.)
E. J. GAUSEPOHL, 2% W. Wash. St., Room 4. MONEY-To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & C., Reoms 225-330, third floor Lemcke Building, Indianapolis.

WANTED-MALE HELP. WANTED-An idea. Who can think of some simple thing to patent? Protect your Meas; they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washing-ton, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.

WANTED-Men to learn barber trade; no ex-perience needed to begin; only eight weeks re-quired to complete; constant practice; thorough instructions; outfit of tools donated. Catalogue mailed, MOLER'S BARBER SCHOOL, Clark and Van Buren streets, Chicago, Ill.

FOR SALE-BICYCLES. FOR SALE-Bicycles-Ladies' and gents' second-

hand (good) wheels, \$20, \$25, \$30; 1896 pattern, WILLIAM VANDERPOOL, 22 South Meridian CLAIRVOYANT.

CLAIRVOYANT-The true herald of merit is deeds; do not be deceived, but call on Mrs. T. Griswald. Office and residence 296 East South street. Letters with stamps answered. STORAGE.

STORAGE-Indianapolis Warehouse Co., 265-273 S. Penn. st., Pennsylvania tracks. Phone 1343. PROPOSALS - Jeffersonville, Ind., April 13, 1897. Sealed proposals, in triplicate will be received here until 11 o'clock a. m. (cen trai standard time), May 13, 1897, for furnishing Q. M. Depot here various articles of Quarter-master's Supplies. United States reserves right

marked "Proposal for Quartermaster's Supplies" and addressed A. G. ROBINSON, Depot Q. M. MARION-ANDERSON TROLLEY.

to reject or accept any or all proposals or any part thereof. Information furnished on applica-

on. Envelopes containing proposals should be

Promoters of Scheme Hold a Confer-

ence with Contractors. Last evening the directors of the company controlling the franchise for an electric road between Marion and Anderson held a meeting at the Denison House with entatives of several contracting consider propositions for the construction of the road and placing the bonds. The contracts were not made last night and it will require one or two more conferences fore the arrangements will be completed. but those interested declare that the enterprise is a "go." The intention is to construct a trolley line from Marion to Anderson, running through Gas City, Fairmount and Alexandria. It will carry both freight

An Excellent Tonic.

Horsford's Acid Phosphate. E. Lindsay, Whitewater, Wis. I have prescribed it with excellent results in dyspeptic and nervous troubles,

HOW THE WORK IS DONE

TRAIN OFFICIALS NOW ARRANGING SUMMER TIME SCHEDULES.

Building of Logansport Road Still Probable-Improvements on Indiana & Illinois Southern.

Superintendents and train dispatchers or all important lines are busy arranging the summer time tables, which on most lines will go into effect in two or three weeks, They have this difficult job to do in the spring and fall, and sometimes oftener, but the changes of through trains are usually made for the respective seasons at the time mentioned. This year it is more difficult than usual, owing to the fact that presidents and general managers are urging upon general passenger and general freight agents more economy in number of trains, if possible, and it is difficult for the superintendents and train dispatchers to please the several parties interested. The rooms in which the train officials meet are filled with charts on rollers, which resemble a blackboard more than anything else. The perpendicularly. The lines running from right to left are divisions of stations and distances. The lines running from top to bottom are divisions of time. Along the right side of the board are the names of the stations in regular order from east to west. The time needed to make a stop at a station is computed by the proper officer sticking a pin at the intersection of the time division line and the station line. This next station. When a change of time is | roadbeds that have been washed out. They of trains cuts out a pin on the chart and | ditional men for the purpose of making remakes the shift to correspond with the new change. He corrects it by checking up as he goes. Then he compares with another clerk the figures for the stations based upon | that will not find its operating expenses them and also with reference to the time far in excess of the same period of last needed to clear the track for the through | year. train. Each crossing point or station where two trains meet at the same time on the indicates to the clerk who makes up the table for the printer that a meeting is fixed for that particular station, and its time is printed in black figures about double the

printed tables against the board. To Be Maintained.

size of the ordinary sized type. When the

printer has set up and proved the new card the men reassemble and carefully check the

A conference of the board of control and a number of presidents of the trunk lines and the board of managers of the Joint Traffic Association was held in New York yesterday. Ex-Senator Edmunds, E. J. Phelps and James C. Carter, all of whom are counsel for the association, were present and gave their opinions, after going over the ground carefully, as to the legality of the association. All were agreed that the association is legal and ought to win its case before the court. Chauncey M. Depew, of the New York Central, presided. Among the presidents were Samuel Sloane, E. B. Thomas, Frank Thomson and J. K. Cowen, The Eastern roads were all represented. Mr. Edmunds, in answer to a question whether the association would win its case in October, said that he expected that the compact would be maintained to be legal by the Supreme Court. Mr. Phelps declined to say anything and so did Mr. Carter. The following official statement was made public after the meeting: "The presidents of the board of control being in session with counsel, and the board of managers being also in attendance, the following resolution was adopted by the board of

" 'Resolved. That after hearing the opinion of counsel, and acting under their advice, as to the validity of our articles of association and the conduct of our business under it, pending the final decision by the Supreme Court, we, the members of the association, believing that under our agreement we are acting in the public interests, that we are conserving and protecting the interstate commerce of the country from demoralization fatal to legislative business and its prosperity, and that we are carrying out and enforcing the letter and spirit of the interstate-commerce act, hereby pledge ourselves to maintain and carry out the provisions of the articles of organization of the Joint Traffic Association."

Thereafter, on motion, all pending ques tions relating to rail-and-lake and all-rail rates were referred to the board of managers, with the request that they take action under the scope of the foregoing resolution. In addition thereto the commissioner was requested to refer the majority and minority reports relating to the dimensions of the freight-car equipment to the American Ratiway Association. This subject has been under discussion for three years, the object being to secure uniformity

in the facilities of shippers.' A Greatly Improved Property.

The statement is made, and is probably true, that on no road in the Middle States has there been so much improvement as on the Indiane & Illinois Southern, which is ninety-one miles long, extending from management deserves much credit for what it has accomplished in the last eighteen line into a road which will compare favorably with nine-tenths of the rallways in this section as to condition of track. In commenting on what has been done in the way of improving its track the Terre Haute Express says: "For some years the condition of the road has been such as to bring down on it a good deal of not undeserved criticism and some abuse. Last year the work of regeneration began, under the energetic charge of General Manager P. H. Blue, whose headquarters are at Sullivan,

"In the first place sixty-five miles of light ron rail was taken up and relaid with sixty-pound steel. New frogs and split switches were put in and two miles of additional sidetracks built. There were put into the track 51,000 new ties; six miles were ballasted with gravel; all the bridges were overhauled and strengthened; 2,000 feet of pile trestle was filled up and 55,000 yards of grading in the Wabash bottom have put the tracks and lands there in first-class shape and safe above any water. In addition, there has been put in one new turntable and considerable new machinery at the shops at Palestine and two engines have been bought. All these things have made almost a new road of the Indiana & Illinois Southern. It is the intention to keep ap the work of improvement at every posible opportunity and to maintain the property in first-class condition." It is understood that the Illinois Central furnished the money to make the improvements, and a belief prevails that the Illinois Central peoole will, in the not distant future, control the road, as it would be a valuable feeder to their lives. The Monon people, but for two years ago, would doubtless now have controlled the property.

Annual Meeting of the P., C., C. & St. L. The annual meeting of the stockholders of the Pittsburg, Cincinnati, Chicago & St. Louis Railway was held in Pittsburg yesterday. The annual report for 1896 was submitted, showing gross earnings, \$14,370,-362.28; expenses, \$10,588,979.34; net earnings, \$3,781,382.94; and other items, \$68,966.78. Total net revenue for 1896, \$3,850,049.72, out of which was paid for rentals, interest on bonds, etc., \$3,420,900.57, leaving a surplus grounds more attractive as a pleasure refor the year 1896 of \$429,149.15, a decrease, as compared with 1895, of \$593,748.31. The tonnage moved decreased 4% per cent., as compared with 1895, while there were 283,756 less assengers carried than in the previous year. The important improvements named in the report are the new union depot at Columbus, now well advanced in construction, and the new bridge over the Ohio river at Cincinnati, now about completed. Resolutions were adopted relative to the death of Mr. George B. Roberts, late presient of the company. The board of directors being classified, there were only three elected, as follows: J. T. Brooks and John E. Davidson, of Pittsburg, and Samuel Rea. of Philadelphia. The board will organize at

The Project Not Abandoned.

"If the conclusion has been reached," said one of the projectors of the Indianapolis, Logansport & Chicago road, yesterday, that this enterprise is to be abandoned it is a mistake. Parties are ready to furnish the money to build and equip the road if certain things can be accomplished in the with 125 members present. An address of Sarah N. Goodwin, Muncie; Martha E. way of securing right of way and terminal welcome was delivered by Mai J. W. Hobson, Marengo. and consider it an excellent nerve and gen-

the projectors of the road have practically accomplished all required to enable them to raise the money, and a few weeks will cause some surprises in the matter, not only in the securing of the required right of way at Indianapolis, but in securing a close traffic agreement with a road which will result in the establishment of a new and short line between Indianapolis and Chicago." So often has it been asserted that the road will be built that only the laying of rails will convince some persons that the line will be constructed. Much of the right of way has been secured, and much of the delay has been caused by the

ward the enterprise, say those interested. Legislators Must Not "Lend" Passes. The Pennsylvania Railroad Company has determined to break up the practice of transferring passes whether they are for a single transportation or annual pass. Sevcers of the company relative to the abuse of the pass privilege. The most trouble came from politicians, and it was done to such an extent that orders were issued to take up all passes whenever they were presented by any one but the owner. During the last month there have been a number of passes taken up by the different division train conductors, and, notwithstanding orders have been issued to those who were suspected, warning was not taken, and the consequence is they are now minus the courtesies of the Pennsylvania Railroad Company. Whenever a pass is taken up the owner will be put on the black list and no further courtesies of this kind will be charts are double ruled longitudinally and extended to him. The principal trouble is perpendicularly. The lines running from said to be caused by some of the representatives at Harrisburg, who, it is alleged, are constantly loaning their passes.

Operating Expenses Increasing. Some of the heads of the operating departments of the Western roads are becoming very uneasy over the increase in the expenses of their departments that have been made necessary by the recent floods in the West. Nearly all of the roads have lost heavily by bridges and culverts that shows just when the train must be at the have been carried away by portions of the called the man handling the train or series | have been compelled to employ many adpairs and to keep the tracks in good shape. When the bill comes in for this there is hardly a road running west out of Chicago a computation of the time needed to make | for the early months of the present year

The Monon After Freight Business. It is announced at Chicago that Monon road is about to enter into more active competition than it has at any time heretofore for a large share of the freight river. During the receivership and since its termination the road has been undergoing improvements in its track and roadbed which will enable it to run fast trains with no risk, and when all of its arrangements are completed it will probably go after the business with great energy. It is said that will handle freight between Chicago and Cincinnati in less time than it has ever been handled up to the present time by at

The Wabash Reducing Its Forces.

least twenty-four hours.

The Wabash Railroad is reducing operatng expenses at every point where it can be accomplished without actual injury to the system. It is learned that twenty-five members of the bridge force on the Detroit division and the main line east of Danville have been laid off until business picks up, and twelve firemen running into Andrews have also been dismissed. This makes twenty-five firemen that have been laid off in the last month on the main line because of the dullness in freight traffic.

Personal, Local and General Notes. The Financial Chronicle states that 126 roads earned in March \$38,799,547, an increase over March, 1896, of \$610,644.

The Big Four (proper) in the first week of April earned \$240,141.37, an increase over the corresponding week of 1896 of \$1,039.39. The Big Four now has three steam shovels and a number of construction trains at work on different divisions getting out and distributing gravel ballast. H. D. Bennett, special agent of the Pan-

nandle lines transportation department, who has been in Florida several weeks, has returned much improved in health. John Lame, for twenty-three years a passenger conductor on the Bee-line, but the last few years gatekeeper at the Union Station, died yesterday. He had been confined at home for six weeks. F. A. MacDonald, the new city passen-

ger agent of the Big Four, took hold yesterday and visited the theatrical people and other places from which the railways secure a good deal of business. Three hundred and fifty men were pu at work on Monday grading for the second

track of the Chesapeake & Ohio between

Huntington, W. Va., and Kenova. The work is to be completed by Sept. 1. D. I. Wing has returned from abroad with the funds to build the new road between Peorla and Springfield, Ill. It is stated that he disposed of \$3,000,000 of first mortgage bonds at a very good figure. The services of colored porters on all trains of the Pennsylvania lines, except the famous limited trains over the Pennsylvania and the Pittsburg, Fort Wayne & Chicago, have now been dispensed with.

Superintendent Corbett, of the Evansville & Terre Haute, was at his headquarters yesterday for the first time since the road was so demoralized by the high waters. He has been on the ground pushing repairs A test of one of the new Pittsburg build of freight engines was made on the Van-

the compound freight engines and the for-Effingham, Iil., to Switz City, Ind. The | mer hauled fifty tons more than did the Engines No. 8 and 330 of the Cincinnati. milton & Dayton, which a day or two

catur & Western shops rebuilt, are to be put in service on the Cincinnati and De-& Gulf, has had his authority extended over the new division, which gives him to Port Arthur.

The Pittsburg, Bessemer & Lake Eric will arrange with the steamship companies or the rapid handling of all kinds of will be introduced to make it possible to handle the business with dispatch and The Big Four is constructing a trestle

renceburg, for trains to run over while a

new iron bridge is being constructed in will have two spans, one hundred feet in On Sunday the Knickerbocker express on the St. Louis division of the Big Four was tion in thirty-eight minutes, the distance

being thirty-eight miles. The eighteen in sixteen minutes. modern freight carriers to sail from Philadelphia in the interest of the export busi-

ness of the Pennsylvania & Reading. The navigation company will at once order There is a report that another Wabash official is soon to go to the Grand Trunk Railway in a responsible position. E. A. the unfavorable turn financial matters took | Gould, at present superintendent of the Wabash, it is said, will resign soon to take position on the Grand Trunk at the in-

vitation of General Manager Hayes. B. W. Austin, assistant general passenger agent of the Northern Pacific, is making a trip in the central traffic territory, looking after business with the district passenger agents. Mr. Austin looks for a large travel when the weather becomes settled and the summer tourist rates are in effect. The Cincinnati, Hamilton & Dayton is expending a good deal of money in improvements to its picnic grounds at Woods

Island Park, to which a large number of

picnics and excursions have this early been

booked. Much is being done to make the

The management of the Evansville & Terre Haute announces that the repairs have been completed to the line between Terre Haute and Evansville. The wrecked engine was hoisted and placed on the track on Monday, and a new trestle spans the bad break which was made in the road by

the flood. The Lehigh Valley Railroad announces | read a report of the exhibit of Western that Examiner Little having completed ex- | Artists' Association. amination of the books, the company has concluded the negotiation with Drexel & Co. for the sale to them of \$5,000,000 of its new mortgage, and collateral bonds to provide for the settlement of the outstanding

There has been an active demand for arge furniture cars in the last few days. Yesterday local furniture manufacturers asked to have twelve cars placed and the Big Four from all points had orders for thirty of these large cars. The Cincinnati, Hamilton & Dayton reports a brisk demand for this class of cars.

The National Association of Air Brakemen met yesterday in Nashville, Tenn.,

grounds, and this matter is much further | Thomas, president of the Nashville, Chatadvanced than may be thought. In fact, | tanooga & St. Louis Railway, and Presi-

dent McKee responded in behalf of the association. Several papers were read. The Lake Shore has given orders for the erection of a large freight warehouse at Ashtabula, to be two hundred feet long and sixty feet wide. Freight will be transferred from the boats to the cars and vice versa, and the Pittsburg & Lake Erie will handle the business for all Southern points, while the Lake Shore will handle the eastand-west-bound freights.

It is stated that the Evansville & Richmond will be put in good repair and made a much more important link by traffic alliances with other lines. It is intimated attitude Indianapolis has maintained tothat the road has never been operated to make money, but, on the contrary, to make it seem a road which should never have been built, that it might eventually be bought in at a very low figure.

D. G. Edwards, passenger traffic manager of the Cincinnati, Hamilton & Dayton lines, has returned from New York, whither he went for a conference with M. D. eral cases have been reported to the offi- Woodford, president of the company, and to gather information concerning electric and air motors, one of which the C., H. & D. Company is preparing to introduce in suburban service on portions of its lines. E. O. McCormick, passenger traffic mansummer time table of the through trains. on of a third train each way between New York and St. Louis over the Pennsylvania; the Chesapeake & Ohio and the Big Four lines, to make as good time as through

trains via other routes now do. The shipments of grain to New Orleans over the Illinois Central continue large. During March the road delivered for export at New Orleans 17,000 bushels of rye, 183,000 bushels of oats. Not a bushel of either cereal was exported via New Orleans in March, 1896, while 4,846,998 bushels of corn were exported in March, this year, against 2,242,242 bushels in March, 1896. A new fast freight line, to be known as

the Blue Ridge Dispatch, has been formed, Chesapeake & Ohio, the Western Maryland, the Norfolk & Western, the Louisville, Evheadquarters at Harrisburg. George S. Costa, division freight agent of the P. &

The Kansas City, Pittsburg & Gulf road has made arrangements with the Mallory Steamship Company for a through service between Kansas City and New York, New England and Atlantic coast points via the Pittsburg & Gulf to Texarkana, the International & Great Northern to Galveston, and the Mallory line. The class rates from New York, etc., to Kansas City, St. Joseph, Bluffs and Nebraska City are: First-class, \$1.20; second-class, 98; third, 77; fourth, 60; fifth, 47; class A, 49 cents; B, 44; C, 42; D,

An honest man has been found by George Lowell, general superintendent of the Chicago, Indianapolis & Louisville, if the statement of the New Albany ledger be true. His cow was killed by a train on that road, and in answer to the company's interrogatory as to the value of the animal, said she was only an ordinary cow, worth perhaps \$35. By return mail he received a letter from the company inclosing a draft for \$35, and saying this was the first common cow killed by their trains since the road was incorporated. It was their misfortune, the claim agent wrote, judging from the claims sent in, to always kill the blooded cows-cows with pedigrees as long as moral laws; cows that were most prolific milkers and the best butter makers in the township. He said that the letter of the farmer would be filed away as an evidence that it was not impossible for a railroad to kill stock that was not the best

of its kind. Under the receivership the Vandalia is being operated without any friction. The scare which prevailed among the men as to the permanency of their positions has passed, and in every department matters are moving along harmoniously and with promptness. In introducing economical asures Receiver Malott sought the best advice and did nothing hastily, and, while reducing operating expenses considerably in some departments, his action has not tended to demoralize things to an extent which would delay or in any manner curtail the business of the road. On the contrary, men in some departments who took matters quite easy are said now to be anxious to do the work that men in their positions should. The new steel is in the track the new engines are in service and performing in the most satisfactory manner. cutting down the expenses of freights more than one who had not investigated the matter would think possible. At present four of the passenger engines are doubling the road between Indianapolis and St. Louis daily, running 3,-

360 miles a week. ART ASSOCIATION OFFICERS.

Mrs. May Wright Sewall Is Continued as President.

The annual meeting of the Art Association was held yesterday afternoon at the Propylaeum, with a large attendance. The reports of the several officers were heard. Mrs. May Wright Sewall, in her report, made several recommendations, after referring in brief to what the association has accomplished in the way of securing headquarters, increasing the membership and giving a series of exhibits in the last year. the committee on work, the committee to be instructed to continue its efforts to increase memberships of the association by the methods already pursued, modified to suit immediate needs and present condidalla last week in comparison with one of | tions. Second, that the committee be authorized to prepare a plan of work for the coming year now closing. Third, that an effort be made to cancel the present in-debtedness by securing a limited number of him by his son he went to Ertel's office, and the rating of buildings. He also stated ago were turned out of the Indiana, De- life memberships. Fourth, that the museum fund no longer be maintained, and that the sum which has accumulated un-W. A. Williams, recently appointed su- der that name be applied toward dischargperintendent of the Kansas City, Pittsburg | ing the debt of the association to its picture purchasing fund. Fifth, that after the jurisdiction of the road from Mena, Ark., officers shall be elected for the ensuing year they be instructed to prepare a brief history of the association from the organization to date and that this history, together freight at Conneaut. Modern improvements | with the constitution, lists of officers and members, and, with the programme of the past year, be printed, with a brief statement of the plans and purposes of the asover Whitewater river just east of Law- sociation. Sixth, that the association officers investigate the claims of the Central place of the present structure. The bridge | Art Association and state the advisability of the association becoming a member of the Central Art Association's league. She suggested that a delegate be appointed to hauled from Greencastle to the Union Sta- | the Indiana Union of Literary Clubs, to be | has got into court. This is a dispute about held in Warsaw, and asked that the Art Association co-operate with other associamiles from Danville to the Belt were run tions having similar objects, and send, in ts name, a protest against that portion of The Neptune Navigation Company has the pending tariff bill which applies to under consideration the building of several | paintings and statues. Another recommendation related to the prospects of the association through the Herron will. She favored an amendment to the constitution making the board of directors a self-perbetuating body, inasmuch as it would tend to concentration in the responsibility of management. Relative to the patronage of the recent art exhibit Mrs. Sewall spoke of the large number attending on free days and the few on other days. The election of seven directors followed, with the choice of Mrs. A. B. Mansur, C. E. Coffin, D. P. Erwin, H. H. Hanna, Oran Perry, Mrs. F. M Churchman and James E. Roberts. As the second Tuesday of April is the date for the election of of-

ficers, the members of the board of directors remained after the others were excused to make selection. The choice was is follows:

President-Mrs. May Wright Sewall. Vice Presidents-Rev. N. A. Hyde, T. C. Steele, Mrs. A. B. Mansur. Recording Secretary-Mrs. A. C. Harris. Corresponding Secretary - Mrs. E. F. Hodges.

Treasurer-Mrs. John C. Dean. Scheme of Work Committee-Mrs. M. W. Sewall, T. C. Steele, Carl Lieber, Delegate to Indiana Union of Literary Clubs-Mrs. E. F. Hodges; alternate, Mrs. Addrson Bybee. The board decided to have a history the association printed, and the contents of the booklet will be decided by Mrs. Sewall Mrs. Harris and Mrs. Hodges. Carl Lieber

Pensions for Veterans.

Certificates have been issued to the following-named Indianians: ham H. Cox, Hammond. Increase-John O'Donnell, Indianapolis special, April 3, John Brown, Richmond; Levi Bailey, Nappanee; John Fitzsimmons Marion; John A. Smith, Indianapolis; Nelson Cook, Shoals. Reissue-Alexander Barnworth, New Holland; special, April 3, Elias W. Tucker, Ar-

Original Widows, etc.-Special, April 3

SUIT AGAINST VANDALIA

READY TO BE FILED BY STATE AS SOON AS JUDGE WOODS PERMITS IT.

Conduct of Past Legislatures to Be Inquired Into in Connection with the Obligation.

Attorney General Ketcham yesterday announced that he would file an intervening petition in the Vandalia receivership case before Judge Woods, of the United States Court, asking for leave to sue the company and Receiver Malott for an adjudication of the alleged indebtedness of the road to the common school fund of the State. He said that the investigations of himself and the counsel associated with him in the matter ager of the Big Four lines, has gone East led him to believe that there is an indebtedness of \$2,000,000. He has invited Ferdi-His trip will probably result in the putting | nand Winter, R. O. Hawkins and Judge R. S. Taylor, of Fort Wayne, to assist him in the case. He has devoted much time since the adjournment of the Legislature to the preparation of the petition to be filed in the state courts in case Judge Woods grants an order of permission for this suit.

The complaint, as prepared, sets out the original charter of the company under which it operated until 1873, and avers that under Section 23 of that charter the company owes the State \$2,000,000 which should go to the use of the common schools. The to begin operations May 1. It will operate acts of the recent General Assembly in re-over the Philadelphia & Reading, the lation to this subject are fully set out, and acts of the recent General Assembly in reit is pointed out that one of them authoransville & St. Louis, the Louisville & ized the attorney general to demand a full Nashville and the Illinois Central, with accounting from the company. He avers that he has demanded such accounting, and the company refuses to make it on the R., has been appointed its general man- grounds that its books are in the hands of receiver appointed by the Federal Court. He further avers that Section 23 of the company's charter, as amended, has never been construed by the courts, and that upon the construction of this section depends the question of whether or not the State can collect the bill. This construction he maintains is a question for the State and not the Federal Court to determine, as there is no federal question in-One of the averments of the petition is likely to prove rather interesting if followed.

This is that in inquiring into the rights of the State in this matter it will be necessary to make, through the courts, an investigation into the conduct of members of various general assemblies of the past as to what inducements have been offered them and what influence brought to bear upon them to prevent action by the egislature. He declares that it will also be necessary to obtain a construction of the powers and duties of state executive officers, and whether or not the Legislature has lost any of its powers in the matter by nonaction. A copy of this complaint i to be filed before Judge Woods, along with the petition mentioned above. The idea of this is to simply get permission from the Federal Court to have the claim adjudicated by one of the state courts. Should judgment be obtained, an application would e made to Judge Woods to allow the claim. The bonded indebtedness of the road would all come in as a prior line before

AN OLD MAN'S HOME.

John Gutknecht Tells a Sad Story of Dispossession.

In a complaint filed in the Superior Court vesterday by John Gutknecht there is ong story of how an old man lost his home. Gutknecht sues John C. Ertel and his wife for \$3,500 damages. According to the complaint Gutknecht, in December, 1893, owned two lots and a house valued at \$3,000. At that time he was keeping house and his son, John H., and wife lived with him. John H. Gutknecht owed some money to John C. Ertel and was finally induced to give a mortgage on the household property and a horse and wagon, all of which were owned by the plaintiff, to secure the debt. It is alleged that Ertel knew the property did not belong to John H. Gutknecht when he induced the plaintiff's son to sign the mortgage and the affidavit that accompanied it.

This mortgage note became due and an effort was made to collect it. It is alleged that the defendants told John H. Gutknecht that he would be criminally prosecuted if he did not assist the defendants in securing payment from his father. It is then alleged that an agreement was en-tered into whereby John H. Gutknecht was to "work the old man," and in consideration of what he did he was not to be criminally prosecuted and was to have his mortgage released and returned to him. Then, it is alleged, began the work on "the old man." At that time there was a suit pending in court in which Gutknecht had sued the Western Furniture Company. He is a German and cannot understand or read much of the English language, and is entirely unfamiliar with courts and court practices. He was approached by the Ertels, he says, and told it was necessary that he dispose of his real estate to prevent it being sold by the sheriff to satisfy court costs, and that if the Western Fur- | carrying out some such plan or cailing a niture Company should get judgment against him for damages his would be sold by the sheriff and he would have nothing left. In the emergency, he says, after he had been filled with whisky his son he accepted the offer of Mary Ertel to receive the property and hold it for him in trust, to be returned to him in he claims, and there signed a deed, which he could not read and which was not read to him.

that this plan was not outlined with the The deed was placed on record and a short time afterward the property was sold by John C. and Mary Ertel to Edward Gausepole, without at any time being offered to the plaintiff, as he understood it should be. In consideration of the part the son took in the matter, it is alleged, he received his mortgage properly canceled. It was not until two years after Gutknecht signed the deed to his property that he was disturbed in his possession of it and the first that he knew that he was not the owner of his home was when, in June, 1895. Gausepole brought suit for possession of the property. Gausepole won his suit and the old man was dispossessed. It has cost him considerable to resist the suit and he now wants \$3,500 damages

Litigation Over a Fourteenth-St. Jog. The old Fifth-street muddle that gave the Board of Works much trouble a year ago that portion of Fourteenth (old Fifth) street that is between Illinois street and the first alley east. The street ends at the alley. Ida B. Woollen owns the lot on the east side of Illinois street, south of Fifth street, and George W. Snider owns the lot on the north of Fifth street. There has been more or less contention about this little strip of ground that, while dedicated as a street, has never been improved and ends at an alley. Efforts have been made to have it opened to Meridian street, but a fine residence stands in the way, and would entail considerable expense to those benefited if the building were condemned.

In March, 1896, the Board of Works thought it had settled the question by selling the portion of the street north of the north line of the alley that runs through to Meridian street, thus leaving an alley running all the way through instead of an unimproved street part of the way, The north portion of the lot was sold to George W. Snider, who owns the lot adjoining, for \$2,000.

Yesterday Mrs. Woollen brought suit in two paragraphs to set aside the sale and prevent Snider from taking possession of the property. The first paragraph, in a petition to quiet title, sets out that she is the owner in fee simple of the strip of land n question, and that Snider and the city claim some interest in it. She asks that per title be quieted. The second paragraph sets out the facts as they exist, and shows that she has been

undisputed possession of her property for more than twenty years; that it was bought with a view of the benefits arising from being on a street corner, and that now Snider is about to erect a large building on the street, thus shutting out her view and obstructing light and ventilation Original-William K. Evans, Salem; Wil- | She asks that he be enjoined from doing

THE COURT RECORD.

Superior Court.

Room !-John L. McMaster, Judge. Wilbur E. Beard vs. People's Outfiting Company; damages. On trial by jury, Room 2-Lawson M. Harvey, Judge. August M. Kuhn vs. Allen F. Smith; foreFOUR BOXES DID IT.

close chattel mortgage and replevin. Judg-ment against defendant for \$237.75 and costs.

Boston Wooven Hose and Rubber Com-

pany vs. Munger Cycle Manufacturing Com-

Aetna Saving and Loan Association vs. Lillian E. Hanley et al.; foreclosure. Judg-ment against defendant for \$4,532.50 and

Amanda M. Olleman vs. Ezra A. Olleman;

Room 3-Vinson Carter, Judge.

et al. Judgment on verdict for plaintiff for

Circuit Court.

Henry Clay Allen, Judge.

Criminal Court.

The State of Indiana vs. Link Rounds; as-

The State of Indiana vs. Amelia Hall;

The State of Indiana vs. John Huegele:

The State of Indiana vs. Otto Welosdy;

burglary and petit larceny. Defendant re-leased on his personal bond in the sum of

old. Sentenced on former plea of guilty to

of guilty committed to the Reform School.

New Suits Filed.

City Saving and Loan Association vs. John P. Franz et al.; foreclosure. Room 3.

Albert E. Playfoot vs. John J. Harrison;

John Gutknecht vs. John C. Ertel et al.;

Ida B. Woollen vs. George W. Snider and city of Indianapolis; to quiet title. Room 1.

James A. Cambridge vs. Flora May Cam-

COMMERCIAL CLUB DIRECTOR'S TAKE

UP QUESTION OF ADJUSTMENTS.

Plan of Organization of Policy Hold-

ers Laid Before Them and Referred

for Further Consideration.

The directors of the Commercial Club,

at their meeting yesterday afternoon, took

up the question of an organization among

the policy holders of fire insurance. Henry

Coburn, who was chairman of the first

meeting out of which this movement grew,

made a brief statement as to its origin.

He said that it had been the opinion of the

some means should be devised by which

the constant friction and misunderstanding

with the insurance companies could be

avoided and the interests of policy holders

protected. He said that occasionally men

who suffered losses were subjected to try-

ing delays in their adjustment, and they

felt that some measure should be taken by

J. C. Adams, president of the Board of

Trade, spoke for the committee of five

which had been appointed to outline the

plan of action. He said that the idea in

forming such an organization was not one

of antagonism to the insurance companies,

but, on the contrary, would be beneficial

to them. A man suffered a heavy loss and

was more or less nervous and torn up over

it and in no condition to proceed coolly in

the matter of adjustment. All his property

was involved sometimes, he was anxious to

get back into business, and the result was

that he sometimes got into a very bad tan-

gle with the adjusters and sometimes set-

to rather than to wait. The average busi-

ness man was not familiar with the princi-

ples upon which the business of insurance

was conducted, and found it difficult to un-

derstand why the companies would permit

him to carry an insurance for one amount

and then be willing to pay for only a por-

tion of this amount when the property was

destroyed. The committee had met, and

after discussing the subject had decided to

submit to the directors of the club a plan

of organization outlined by R. M. Seeds,

and asked the club to give the movement

the prestige of its support, either by itself

public meeting for the formation of such

an organization as the plan contemplated

Mr. Seeds presented this plan, which was

printed in the Journal last Saturday. It

contemplates the formation of an organiza-

tion of policy holders, with an executive

committee, through which experienced in-

surance men may be employed to represent

idea of forming an organization to fight in-

the holders of insurance policies to have

their interests in these matters represented

by trained men and to give them on the

one side the benefit of organization and mu-

tual support, just as the companies have

on the other. In support of the view that

such an organization would not necessarily

meet the opposition of insurance interests

the following letter, written to Mr. Adams

by J. F. Downing, the general Western

agent of the Insurance Company of North

"I observe in the issue of the Indianapolis

Journal of April 10 an article headed 'Busi-

ness Men's Plans,' which gives an account

America, was read:

surance companies, but simply to enable

which these things could be avoided.

gentlemen present at this meeting that

the Reformatory for three years.

J. F. McCray, Judge.

\$130 and costs. John Morgan vs. Hezekiah Roby; note

Norman S. Byram jr. vs. Gust Rosburg

fendants for \$310.10 and costs.

divorce. On trial by court.

On trial by jury.

called and defaulted.

the Reform School.

damages. Room 3.

damages. Room 2.

bridge; divorce. Room 1.

Remarkable Success of a New Pile pany et al.; note. Judgment against de-

> People who have suffered for years or months from the pain and inconvenience of that common disorder, piles, will look with skepticism upon the claim of the makers of the new discovery for cure of all forms of piles, known under the name of Pyramid Pile Cure; nevertheless, the extraordinary cures performed by this remedy are such as to warrant the investigation of any sufferer. As a case in point the following letter

Frank Iten et al. vs. Supreme Council Order of Equity and Jesse H. Blair. De- speaks for itself: Mr. Henry Thomas, of substation No. 3, fendant Supreme Council Order of Equity | Hosack avenue, Columbus, O., writes as Philip K. Ebaugh vs. the Pennsylvania

Railroad Company. Slated for trial. Jury | fellows: impaneled and sworn. Part of evidence | Pyramid Drug Company:

Gentlemen-I want you to use my name if it will be of any use to you. I was so bad with the piles that I lost work on that account. Nothing did me any good. I read sault and battery. Plea of guilty. Under in Cincinnati of the many cures of piles by the Pyramid Pile Cure, and I went to larceny. Defendant fourteen years old next August. Finding of guilty. Sentenced to a drug store and asked for it. The drug clerk told me that he had something else that he thought was better, but I told him violation of Section 3, Nicholson law. Tried by court. Finding of guilty. Fined \$10 and I wanted to try the Pyramid first.

The first box helped me so much that I tried another, and then, to complete the cure, used two more boxes, making four in all. I am now completely cured. Have not The State of Indiana vs. John Boker: a trace of piles, and I had suffered for four grand larceny. Defendant thirteen years | years with the worst form of protruding

I suffered death from piles, but I have

found the Pyramid Pile Cure to be just as The State of Indiana vs. Charles Aberrepresented. I have recommended it to sevnathy and Jeseph Windetta; grand larceny. eral of my friends, and I am thankful to be Windetta fifteen years, Abernathy twelve years old. Both defendants on former pleas able to write you what good the remedy has done for me. Physicians recommend the Pyramid Pile Cure, because it contains no opium, cocaine George Halcott vs. Anna Halcott; divorce. or mineral poison of any kind and because it is so safe and pleasant to use, peing pain-

less and applied at night. The patient is cured in a surprisingly short time, with no inconvenience whatever. The Pyramid Pile Cure is sold by drug-gists at 50 cents per package, and if there is any constipation it is well to use the Pyramid Pills at the same time with the Pile Cure, as constipation is very often the cause of piles, and the pills effectually removing the costive condition, Price of

oills is 25 cents per package. Write to Pyramid Drug Co., Albion TALKED OF INSURANCE | Write to Pyramid Drug Co., Albion, piles; sent by mail

differences between the owners of prop erty and insurance companies in relation t rates and adjustment of losses. I read with especial interest your remarks on the subject, and I desire to say that an organization such as your business men have in contemplation-an organization formed with the intention of securing a better understanding between the business men of your city and the insurance companies, movement in the right direction and should meet the hearty approval of the officers and managers of the companies as well. Much, if not most, of the misunderstanding which arises between the companies and their patrons, both as to rates and adjustments, is caused by the almost total ignorance on the part of those patrons as to the methods and principles governing the insurance business. With an organization such as you propose your business men are sure to be educated on a subject which is of vital interest to them, and they cannot fail to learn that, whether in fixing rates or in adjusting losses, insurance companies have no purpose other than to deal equitably and justly with their patrons. Better feeling will be sure to follow a better understanding of the principles which

must govern the insurance business. "The ultimate success of your plan must necessarily depend upon the selection of 'an ability, experience, judgment, fairness and tact you will have to rely, and should he be lacking in any of these essential qualifications your organization will fall short of its purposes. It occurs to me that there should be no valid reason why insurance agents should not belong to your proposed organization. Harmonious and intelligent action mutually advantageous and satisfactory to all parties would more surely be secured in this way than any other.

"I trust that your plan may be tested on the sensible basis outlined by you, for believe it will result advantageously for After the committee had withdrawn the directors took up the subject in executive session and discussed it at some length formation of such an association, but it was believed that it should be gone about with care and in a purely impersonal way. The subject was referred to the committee on manufacturers and the committee on com-

merce, with instructions to report next Mr. Parry brought before the directors rumor he had heard that the Board of Public Works had about decided that in improving Meridian street north of the creek the sidewalks should be placed next to the street, as on North New Jersey street. He believed this would seriously impair the harmony of the improvement of the street, and the driveway south of the creek. The committee on city interests was instructed go before the Board of Public Works and plead against any such change in the plan of improvement of the street.

MR. MATHEWS'S TREATMENT.

Method of Insurance Companies in Dealing with Him.

The fight between H. E. Mathews and some of the insurance companies affected by the recent fire at his 10-cent store was reopened with some vigor yesterday. The public has become familiar to some extent with the trouble Mr. Mathews has had in having his loss adjusted. The effort to make this adjustment ended rather abruptly a couple of weeks ago, when the insurance adjusters, after having discussed the matter for six weeks, dropped it and told Mr. Mathews to furnish proof of loss. He did so and after waiting two weeks for objections or a demand for an appraisement upon their part, he had his stock appraised by a couple of well-known business men and reopened his store on Monday. The adjusters called upon his attorneys vesterday and raised the objection that he had begun business again before having an appraisement. As a result, Mr. Mathews

losed his store at noon and says that in

he afternoon he was informed by them

that they did not want an appraisement. He

declares that this is the sort of treatment

of a plan proposed by the business men has been subjected to ever since his loss of your city for the purpose of reconciling AN INCIDENT AT THE CITY HOSPITAL.

A Woman's Life Barely Saved by a Critical Operation-Her Health Destroyed.

There was a hurry call for the ambulance of the City Hospital. In the stretcher. She was pale as death and evidently suffering keen agony.

There was a hasty exam ination and a consultation. In less than a quarter of an hour the poor crea-

> ture was on the operating table to undergo the operation called ovariotomy. There was no time for the usual preparation. Her left ovary was on the point of bursting; when it was re-

moved, it literally disintegrated. If is whad burst before removal, she would have died almost instantly! That young woman had had warnings enough in the terrible pains, the burning sensation, the swelling low down on her left side. No one advised her, so she

Pinkham's Vegetable Compound. As it is now, she is a wreck of a woman. Oh, my sisters, if you will not tell a doctor your troubles, do tell them to a woman wno stands ever ready to relieve you! Write to Mrs. Pinkham at Lynn, Mass., confide freely to her all your troubles, and she will advise you free of charge; and if you have any of the above symp-

suffered tortures and nearly lost her life.

wish I had met her months before, so I could

have told her of the virtues of Lydia E.

toms take the advice of Miss Agnes Tracy, who speaks from experience and says: "For three years I had suffered with inflammation of the left ovary, which caused dreadful pains. I was so badly affected that I had to sleep with pillows under my side, and then the pain was so

great it was impossible to rest. "Every month I was in bed for two or three days. I took seven bottles of Lydia E. Pinkham's Vegetable Compound, and am entirely cured. It hink

there is no medicine to be compared with the Compound for female diseases. Every woman who suffers from any form of female weakness should try it at once." Miss Agnes Tracy, Box 432, Valley City, N. D